HARMLESS.

TO ASSIST NATURE IN REMOVING Poisons from the body is the great mission of SWIFT'S SPECIFIC. Microbi cannot exist in the it promptly forces they out, and cures the patient. It has relies a thousands in a few eys who had suff ed for years.

prominent and MR. P L. NELSON. mont. Nebraska. wealthy ci suffered for v h SCROFULA, and It continued to w worse in spite of all Four Bottles of treatment. Fi Le writes: "Words to express my gratitude and avorable on

SWIFT'S SPECIFIC. Treatise on Blood and Skin Diseases mailed free. SWIFT SPECIFIC CO.,

AN EYE WITNESS

Fo the Killing of Conductor Monahan at Denison-Not Favorable to Ailen

Special to the Gazette. SHERMAN, GRAYSON COUNTY, TEX., Cct. 17.—Robert Allen, charged with the murder of Conductor Monahan at Denson October 14, was brought out for preliminary examination to-day, but the defense asked for more time, and the case went over by agreement until Wednesday. Mme, Lester, who was an eye witness to the killing, said to-day that she was near Allen when Smith came into the saloon, and further stated. "I think it was Monshan asked if Allen had sworn out a complaint or intended to have Cunningham arcested. Allen in reply to this said it was a G—d—lie, that he was not going to have Commingham arrested, nor did he know of any complaint to that effect. To this Monaham replied: I guess you do. Allen then walked out from behind the bar, I think the first shot he fired was up in the air. Monahan then stepped behind Smith and Allen came nearer, and with the pistol very near Monahan's bead itred. I did not see Monahan with a knife or any other

The Burlington Route.

weapons, nor did I hear him abuse Allen in

Most people know what The Burlington Most people know what The Burington Route is—some people, perhaps, do not know that it is the Model Railroad of the West. The Burlington Route is the name of a first-class railroad from Chicago, Peopla and St. Levis to and between the principal cities and towns of Illinois, lowa, Missouri, Wiscousin, Minesota, Nebraska and Colorado. The 7080 miles of this great and Colorado. The 100 miles of this great road pass into and through the best farm-ing regions of these great states, reach Deadwood, So. Dakota, and the new maining country of the Black Hills. Along the lines of the Burlington Route are the best of tunities in the West, Northwest — South-west, for the farmer, the annufacturer,

Route runs through passee a trains every day in the year between St. Louis, Chicago and Peoria, Kansas City, Atchison, St. Joseph, Coupell Bluffs, Omaha, Lincoln, Denver, St. Paul and Minneapolis, making connections at these points with all Eastern and Western roads, and giving the traveling public unequaled

For speed, safety, comfort, character of equipment and track, and efficient service for passengers and freight, it is unexcelled.

Send ten cents in pestage stumps to the
General Passenger Agent and get a handseme wall map of the United States and a
descriptive folder of the train service.

For further information, tickets, rates,
mans en, call on your nearest railroad maps, etc., call on your nearest railroad agent, or address A. C. Dawes, W. C. Brown, G. P. & T. A. G. P. & T. A.. St. Louis, Mo. General manager, St. Joseph, Mo.

HOTEL ARRIVALS.

W C Strachan, St Louis; Mrs Walter Hood and child, Decatur; A E Dickson, St Louis; R A Stone, Pine Bluff, Ark; Mrs H C Barber, Decatur; D R Buckner, N H Coleman, St Louis; Will B Clark, Manchester, Tour: Miss Lizzie Check, Sparta, Tem; Ed B Willis, Cotton Belt; Thomas S Price, St Louis C W Geers, Morgan; T J Lamons, Caldwell: C E Dailey, J S Rice, St Louis; S E Logan, Chicago; W W Bowen, St Louis; Neuman, Chicago; J M Hufflington, Dallas; W P Hickerson, Manchester, Tenn; Dailas; W.P. Hickerson, Manchester, Tenn; B.F. Crimdal, Kansas City; John F. Buster, Whitt: Harton Walker, Toronto, Canada; A.M. McElwee, Rocky Ford; J. L. Walte, Argyle: Rev B. W. Brown, Longview; Jas. A. Smyth, Converse; J.J. Coombs, Quanah; R. L. Sidwell, Chicago; B. M. Stephens, Clarendon; Mrs. West, Chicago; M.S. Hoskins, Stephenville; J. B. Lynch, St. Louis; A. T. Collier, Weatherford; L. Harris, Buffalo, N.Y.; D. W. Merris, Waxahachie; W.S. Fant, Weatherford; John Greenwood, Colorado, Tex; W. H. Forrester, St. Louis; A. Anderson, St. Louis; A. Buchanan, Pittsburg; T. M. Peoples, Canacron; Geo. A. Adams, St. Louis; Jan. L. Medar, Pinget Sound; S. Wahllete, Cameron; J. G. Shuul, St. Louis; S. Wahllete, Cameron; J. G. Shuul, St. Louis; S. Wahllete, Cameron; J. G. Shuul, St. Louis; aris, St Louis; Jao L McGar, Puget Sound; S Wahllete, Cameron: J G Shunk, St Louis; Mrs Mary Vanghan, Paris; J Scott, Hilisboro: L E Spring, St Louis; J Joyce, Waco; G F Wear, Dallas: R F Hendricks, San Antonio; J V Goode, Denver; Jas A Fowler, Waco Dally Day; E R Ellis, Checinnat, Ohio: C M Francis, Springfield, Mo; M A Chambers, Chicago; D M Oldham, New Orleans, La: Wallace Good, wife and child, Quandi, J B Dale, Bonham; J A Flyin, Wellington, Kas; tre. A Knight, Dallas: W M Atwood, Manchester, Tean; W R Bowyer, St Louis; L K Herring, Temple; J G Willis, Manchester.

Chester.

Pickwick.

Frank Fairfax, New York; D S Childs.

Syracuse. N Y; A C Sendall, Datroit; H M Hamilton, Boston; W T Strong, Temple; John M Vornort, St Louis; J C Duval, Houston; Hayden Wood, New York; O Plumb, Denver: T S Hutton, Joplin, Mo; Robert A Wilson, Dubuque; W E Sweet, Colorado, John B Stone, Kansus City; N N Treer, William Brice, New York; Robert Kercheval, St. Louis; D H Carpenter; New York; R R Gibson, Campbell; A H O'Niel, Paris; Joseph Casey, Aspen, Colo.; J W T Gray, William Bates, Kansas City; F S Brown, New York; J S Irwin, San Antonio; W H Scarborough, Fruitland; H H Campbell, Matador; G E Summers, Boston; D S Wells, Archer; A Laird, Will Covey, Chillicothe; R C Darling, Ogden, Utah; A F McCord, Dallas; H i Smith, Ware; Dr Parker, Waco; A C Retch ng St Louis; H M Dumlap, Whitesboro, Tex; R A Schultz, Galveston; L J Caswell, Comanche; G C Davis, Dallas; M W Dubolke, Austin; J U Zallu, Eichmond Vas Joe W Harley Atlanta W Dubelke, Austin: J. U. Zallu, Eichmond, Va; Joe W. Harley, Atlanta, Miss: W. Hunter, St. Louis, Mo; W. S. Polhernus and wife, Weeping Water, Neb. J. W. Wakeman, St. Louis, A. I. Williams, Lake Charles; E. S. Chambers, Clarksville; George D. Hodges, Velasco; J. T. Thompson and wife, Wichita Falls. and wife, Wichita Falls.

Faiture at Hamilton.

Special to the Gavette. HAMILTON, HAMILTON COUNTY, TEX., Oct. 17.—M. J. Hearne & Co., extensive deciers in general merchandise here for twelve years, made a trust deed yesterday. William Maxwell and George F. Perry are the trustees. Some preferred creditors are named. The supposition is that the Habilities are about \$10,000, assets not known.

In addition to the five daily trains the Texas and Pacific railway will run to daily trains the Texas and Pacific railway will run to daily train during the Dailas for Jacobser Fort Worth at 8:30 a member returning leave Dailas at 6:30.

B. W. McCentorous, General Passenger and Ticket Agent, Jake F. Zurn, City Ticket Agent.

Boiler Explosion-Engineer Killed.

Paris, Tex., Cet. 17.—Tom Black, engineer at Ham Scale's gin at Petty, was killed this morning by the explosion of the boiler. He was scaled badly.

AMONG THE RAILWAYS.

MAKE THE TRANSCONTINENTAL THE MAIN LINE.

Official Changes on the Katy and the Cotton Boli-The Railway Employes Club Voting-Other News,

Official Changes.

There has been quite a shaking up among the commercial agents. C. A. Pickering, commercial agent of the Missouri, Kansas and Texas at Houston, has resigned to ac-Cotton Belt at the same capacity with the Cotton Belt at the same point, and is succeeded by R. S. Fite, who has been appointed acting commercial agent. P. L. Barcroft, commercial agent of the Cotton Bult at West and the Cotton Belt at Waco, goes to the International and Great Northern as station agent at Hous-ton. Mr. Worley, commercial agent of the Cotton Belt at Houston, is transferred to Waco to fill the position vacated by Mr.

The voting for the prizes offered by the Railway Employes' club began yesterday, and will continue hereafter at Pfaefile's lewelry store. Mr. Pfaefile has donated a very handsome oxydized silver writing set to be voted to the most popular freight or

passenger agent.
The vote now stands as follows: BANKER-CHAIR. S. D. Rainey..... PHYSICIAN-CANE. W. A. Adams....

RAILROAD MAN-WATCH. F. S. Thorne,
H. G. Thompson...
AGENT-WKINING SET.

Mrs. Max Elser 50
Mrs. W. G. Turner 39
Mrs. Jo Scully 35
The votes can hereafter be deposited at
Pfaeffle's jeweiry store where ballot boxes
have been provided. Ballots can be se-The prizes will be delivered cured there. to the successful candidate at the opening reception of the club on Monday evening, November 2.

Make It the Main Line. PARIS, TEX. Oct. 16, 1891.

Editor Gazette The following plausible figures were The following plausible figures were made yesterday by a railroad man: "Why doesn't the Texas and Pacific make the Transcontinental the main line? It is nine shorter than the line via Marshall, Jongview and Dallas, and runs through a much better country, and yet all business to and west of Fort Worth goes by the southern line, which is nine miles further. Did you ever think how much it cost the company to run these nine extra miles each pany to run these nine extra miles each year! There are on an average twenty trains a day the year around over that line. These trains average fifteen cars each. The extra wages paid for these nine miles are \$.875 every year. This extra distance years out fourteen cars and one engine and tender and causes an outlay of \$2000 for coal. Take into consideration the loss of property by accidents and the damage suits tured in running those 109,500 useless miles every year, that apparently small extra distance does not cost the Texas and Pacific railway company much less than \$100,000 annually. Why they don't make this the main line is an unsolved problem."

Special to the Guzette. New York, Oct. 17.-For the first week in October the gross earnings of eighty-five roads increased 6.2 per cent, and for the fourth week in September eighty-nine roads increased their gross 7.47 per cent.

Special to the Gazette.

Special to the Gazette.

Houston, Tex. Oct. 17.—John Fallon, formerly agent of the San Antonio and Aranaas Pass at this point, has been appointed chief clerk in the general freight department of the Cotton Belt at Tyler. He is recognized as a first-class rate man.

YESTERDAY'S SESSION

Of the Transcontinental Railway Associa

tion in New York City. special to the Gazette. New York, Oct. 17.—The Transconti-nental railway association resumed its ses-sions at the Windsor hotel soon after 10 o'clock this morning. Two subjects remained to be disposed of, being unfinished business of yesterday. They were the Pacific Mail steamship company's subsidy or apportionment of "space rentals," and commissions on passenger business. The question of the apportionment among railrands ion of the apportionment among railroads of the apportunment among railroads of the association of 7 per cent to the Pacific Mail company as compensation for not becoming the dangerous competitor it might be of the transcontinental traffic handlers was found hard to solve yesterday, but its importance demanded adjustment to-day. At present the roads embraced in the Transcontinental association guarantee the Pacific Mall company \$900,000 a year for the traffic it brings to and takes from the Pacific coast for them. The difference between this amount and the traffic actually handled is made up by the association.

Last year the difference was about \$321. Last year the difference was about \$33,000. The assessment of each railroad here-tofore has been based on returns of the east-bound and west-bound business from east-dound and west-dound obsiness from the Pacific coast. About 97 per cent of the subsidy has been borne by four lines— namely, the Southern Pacific, 43 per cent; Union Pacific, 26 per cent; Northern Pa-cific, 14 per cent, and Atchison 14 per cent. The Northern Pacific company's represen-tative objected to a continuance of its former representative of the ground that former proportion on the ground that a large share of its traffic which goes North of San Francisco had nothing todo with the Pacific Mail steamship company, and there-fore should not be taken into account in the assessments for paying the subsidy. The Union Pacific put in a similar claim for a part of its business north of San Francisco The meeting to-day adjourned at 1:15 after a temporary arrangement regarding the Pacific Mail subsidy to hold until January had been adopted. The Northern Pa-cific representative said that the arrange-ment was an amicable one, nd was satis-factory to him. For a time neither he nor Chairman Vining would give any further information as to the nature of the agree-ment.

The Cotton Rates Again, Special to the Gazette.

Austin. Tex., Oct. 17.-Tariff No. 6, on cotton, fixes the rate of flat cotton 10 cents per hundred higher than that on com-pressed cotton in order to equalize the rates where the roads, for their own con-venience, decide to compress cotton, which the 10 cents additional en-ables them to do without loss. It is complained that the Missouri, Kansas and Texas plained that the Missouri, Kansas and Texas and the Central have been hauling cotton and having it compressed at Galveston or Houston and throwing the cost on the shipper, who of course throws it on the farmer, to whom the expense of compressing is \$1 a bale. To prevent that the commission to-day issued a circular No 25, amending cotton tariff No. 6, as follows:

1. In order to equalize the rates of shipments of cotton, made from points where 1. In order to equalize the rates of shipments of cotton, made from points where there are no compresses, with those on-shipments from points at which there is a compress, it is ordered that in all cases where cotton shall be received by the railroad uncompressed at points having no compresses, such railways may have such cotton compressed before it arrives at the point of destination in Texas, and in case such cotton is compressed before reaching such destination the expenses of compressing shall be paid by the railroad carrying such cotton. The rate shall be 10 cents per hundred pounds more than the rate prescribed for uncom-

from points having no compresses to points in Texas and the railways or railroads carrying the same shall refuse to have it compressed as provided in the first section of this order before reaching its destination in Texas, the rate on such shipments shall be the same as is prescribed in said tariff No. 6 on compressed cotton.

3. If any shipper of uncompressed cotton

No. 6 on compressed cotton.

3. If any shipper of uncompressed cotton shall prefer to have the same carried to its destination without compressing, he may so direct its shipment, and in such case the rate on the same shall be 10 cents per 100 pounds more than the rate prescribed by said tariff No. 6 of compressed cotton.

4. On all shipments of uncompressed cot-ton received by railroads, if such railroads intend to avail themselves of the provisions of the first section of this circular, the bills of hading shall in every instance specify that such cotton is to be compressed in transit, and the expense of compressing to be paid by the carrier, and if from any cause such cotton shall not be compressed any excess in the facility there are over the rate or compressed. freight charges over he rate on compressed cottons as provided in said tariff No. 6, shall be an overcharge, and if collected

shall be refunded.

5. It is not intended that the provisions of the circular shall affect the provisions of commodity tariff No. 6 in respect to the concentration of cotton at compress points, nor any other of the provisions of said tariff not in conflict herewith. 6. This order shall take effect and be in force on and after the 21st day of October, 1891. Circular No. 24, issued to-day, amend-

ng tariff No. 9 on coal, restores the old rate to \$1 a ton from Eagle Pass to San Antonio, effective November 5.

The Aransas Pass Squabble.

Special to the Gazette. SAN ANTONIO, TEX., Oct. 17.—The celebrated conflict in authority which has been in progress during the last few weeks between Judge Goodrich of McLennan county, and Judge King of this city, in the matter of the extension of the San Antonio and Aransas Pass railroad, was ended to-day by an agreement which was entered into by the receivers of the road on the one side and the contractors. Gurley. Ross & Gurley, on the other. The agreement provides, first, that Gurley, Ross & Gurley shall become intervenors in the case of Johnson & Han-son vs. Sen Antonio and Aransas Pass rail-road, and that judgment shall be entered in their favor for \$55,000 with interest at 8 per cent from date of judgment; said judgment shall declare a lien exclusive of all other liens whatever on that part of the road be-treen Lot and Camara, and shall be used. tween Lott and Cameron, and shall be paid pro rata with all the claims of a like char-acter, and payment shall be distributed pro rata among all claims against Gurley. Ross & Gurley that are now proved or may be hereafter proved until full settlement shall have been made, and then all balances, if any, shall be paid to Gurley, Ross & Gur-ley, but the said judgment shall be paid before the present receivership terminates.

2. That all litigation in this McClennan county case shall continue after the judgment is entered and action not

the judgment is entered and action hot barred by this agreement; both parties hav-ing the right of appeal.

3. That the injunction by the receivers against Gurley, Ross & Gurley shall be dis-solved and all fines remitted, that the in-junction restraining the receivers from completing the road from Lott to Cameron shall be dissolved on this order being on-

shall be dissolved on this order being en-tered on the minutes of the court.

5. The receivers waive all rights to damages arising out of said injunction.

6. That contracts made by J. P. Nelson shall be held valid, if such contracts are

7. If either party fails to keep the terms of this agreement the contract shall be null and void, and the road from Lott to Cameron again pass into the possession of Gurley, Ross & Gurley.

8. This contract shall not take effect un

til approved by the judge of the Forty-fifth judicial district court; the costs on both sides to be paid by those producing them or

Springfield, Lil., Oct 17.—The Pullman palace car company filed with the secretary of state to-day a certificate of increase of the capital stock of that company of 30 per cent.

To Influence Traffic.

St. Louis, Mo., Oct. 17.—Special Agent Kretschmar of the interstate commerce commission is in the city, and it is stated that every railroad office in the city was served with subpornas by deputy marshals. It is said complaints have been made of rebates, commissions, etc., to influence traffic.

intinental Meeting.

New York, Oct. 17.—The Transcontinental association ended its session at the Windsor hotel this morning. Chairman Vining called the association to order at 10 o'clock. The Pacific Mail subsidy was taken under consideration. After a discussion lasting over three hours a provisional arrangement for the payment of the subsidy pro rata was agreed upon. This arrangement will oe in effect for three months and the matter will again come up for consideration at the January meeting.

Chairman Finley's Orders, Chicago, Ill., Oct. 17.—A general assize for the trial of such roads in the Western passenger association as are charged with infraction of the agreement has been called infraction of the agreement has been called by Chairman Finley to be held at his office October 27 and 28. The ronds that are cited to appear and explain their conduct are the Wabash, Missouri Pacific. St. Louis, Keokuk and Northwestern, Chicago. St. Paul and Kansas City and the Illinois Central. Some of these roads will have more than one case to defend. In every case the charge is a reduction of rates without sufficient cause, or on the false plea that such reduction was necessary to meet outside reduction was necessary to meet outside competition.

Cincinnati, New Orleans and Texas Pacific. CINCINNATI, OHIO, Oct. 17.—Next Monday the annual meeting of the stockholders of the Cincinnati, New Orleans and Texas of the Cincinnati, New Orleans and Texas. Pacific road will be held here. From the annual report to be tere presented it appears that the earnings for the year ending June 30 last were \$4,579,129, an increase of \$69,996. The expenses for the same time were \$3,024,502, an increase of \$296,320. In the expenditures were \$270,508 for rolling stock, real estate and building roadway and structures. The report says the expenses in Cincinnati created by lack of proper terminal facilities amounted during the year to \$133,508. President Felton, alluding to to \$133,508. President Felton, alluding to the failure to extend the company's lease of the road, says: "All efforts of your board to awaken public interest to the true condition of affairs in the danger of this great line of almost national functions." line of almost national importance sinking, by the expiration of the lease, to the position of a local line unable to perform the duty of a common carrier in an acceptable manner for those who are compelled to use it, have been defeated by the charge of self-ish aims on the part of your company."

The Texas Commission.

CHICAGO, ILL., Oct. 17.—Chairman Midge-ley to-day issued a circular letter to the members of the Western freight associa-tion informing them that the Ohio and Mississippi road has announced a reduction in the rate on flour from St. Louis to Baltimore. The reduction is from 25 to 21 cents per 100 pounds, a drop of 4 cents. Western tariff men are generally of the opinion that this is a Baltimore and Ohio movement and is preliminary to a cut in the interest of Gill & Fisher of Baltimore, It is still too early to reduce the comments. the rest of Gill & Fisher of Baltimore. It is still too early to reduce the corn rate, as the new crop is not yet ready to be moved. When this scheme was operated two years ago it not only worked great injury to other roads in competition with the Baltimore, and Ohio, but was accompanied by the worst car famine ever known in the West. A Western official expresses the fear that shipments from points at which there is a compress, it is ordered that in all cases where cotton shall be received by the railroad uncompressed at points having no compresses, such railways may have such cotton compressed before it arrives at the point of destination in Texas, and in case such cotton is compressed before reaching such destination the expenses of compressing shall be paid by the railroad carrying such cotton. The rate shall be 10 cents per hundred pounds more than the rate prescribed for uncompressed cotton in commodity tariff 6, to defray the expense on compressing.

2. If uncompressed cotton shall be shipped

Chicago and other points throughout the West \$1 per car per day is charged after forty-eight hours notice, and yet there is no end of complaints.

Come to Amarillo and get your tic stage line to Plainyi mty on the central plains

PERSONAL

A. L. Sendall of Detroit is in the city. T. J. Lamons of Caldwell is in the city.

R. C. Darling of Ogden, Utah, is in the R. A. Stone, Pine Bluff, Ark., is in the

O. Plumb of Denver, Col., was in the city A. T. Collier of Weatherford is stopping

Rev. B. W Brown of Longview is in Fort Worth. W. T. Strong of Temple came up to the Fort yesterday.

W. E. Sweet of Colorado City was in the city yesterday. B. M. Stephens of Clarendon was in the H. M. Dunlap of Whitesboro was in the

city yesterday. W. H. Scarborough of Fruitland was in the city yesterday. M. S. Hoskins was in the city yesterday

from Stephenville. J. J. Coombs of Quanah made a run down to the Fort yesterday. Mrs. Walter Hood and child of Decatur are at the Mansion.

Mrs. H. C. Barber of Decatur is regis-tered at the Mansion. Will B. Clarke of Manchester, Tenn., is

L. J. Caswell of Comanche was stopping in the city yesterday. D. W. Morris of Waxahachie was in Fort Worth yesterday,

J. S. Weaver of the railway mail service went north last night. Harton Walker of Toronto, Canada, is stopping in Fort Worth.

W. P. Heckerson of Manchester, Tenn. is registered at the Mansion. H. M. Hamilton of Boston was registered at the Pickwick yesterday.

E. A. Denny and wife of Archer City were at the Mansion yesterday. Joseph Casey of Aspen, Co., was registered at the Pickwick yesterday.

Mrs. Mary Vaughan of Paris, Tex., was registered at the Mansion yesterday. G. W. Voorhees, traveling auditor of the Cotion Belt, was in the city yesterday. John Greenwood of Colorado City was

among the visitors in the city vesterday J. T. Thompson and wife of Wichita Falls were registered at the Pickwick yesterday Mr. Leslie Smith of Los Angelos is visiting the family of Dr. J. R. Adams and Mrs. J. E. Hearne has returned from

Stanton, Va., where she has been visiting friends and spending the summer. J. H. Quarles, secretary of the Waco Day publishing company, was in the city yester-day enroute to the Dallas fair and made the GAZETTE a call.

C. M. Currier, the acting manager of the Liberati band, was in the city this morning and visited Mr. Greenwall with a view of giving one or two concerts early in No

Dissolution Notice. The copartnership heretofore existing between H. Tully and J. E. Michell under the firm name of H. Tully 5 Co., has been this day desolved by mut all consent, H. Tully retiring from said firm and J. E. Mitchell conducing the business at the old stand 307 Heretograms. stand, 307 Hours name of J. E. M Dated this 12th et, under the firm

of October, 1891. J. E. MITCHELL otice of dissolu-Referring t the abov Referring the above notice of dissolu-tion of partnership and clauge of business, the understance, with feelings of pleasure and gratitude towards the public for the very liberal patronage extended in the past, recommends to all oid and new systemers his successor, feeling assured that he will be to them what we have been, a fair dealer and consequentions more har. The confi-

and conscientious merchant. The confi-dence the people have shown me is a pleas-ure, and will not be misplaced when transferred to Mr. Mitchell, who has been my associate for years. Howard Tully. associate for years.

IN FOR FORGERY.

A Well-Known Fort Worth Boy Behind the Bars in the County Jail

Abe Frolling, who has for years served the ice consumers of this city with ice from a wagon and stands, both summer and winter, and is perhaps better known than any other young man in the business in the city, was arrested yesterday by Officers Bidcity, was arrested yesterday by Officers Bid-deker and Scott on a charge of forging a check, signing the name of W. B. Wheeler of the Artesian ice company to it. Young Froiling, on October 12, received a check from Mr. Chase for \$40 in payment for an ice bill. He took the check to the bank, and payment was refused because W. B. Wheeler's indorre-ment did not ment did not appear thereon. Frolling then took the check to the restaurant run by "Bill and Joe," and offered it in payment for something or other, receiving the change. Mr. Wheeler's name appeared on the face of the check instead, as is customary, across the back, and was just to the left scores of friends and no known enemies.

IMPORTANT I

To Owners of Houses and Stores.

THE CHAMBERLIN INVESTMENT CO.

Have added a Rental Department to our real estate business and placed it in competent hands. We propose making this department general headquarters for all business of this character. Special attention will given to the renting of houses and stores follection of rents and other matters incidental to this business.

Owners of all classe of property are respectfully requested to place the same on our books for rent or lease. Address all communications

CHAMBERIN INVESTMENT

RENTING DEPARTMENT,

Corner Fourth and Rusk Streets.

of Mr. Chase's, who drew the check. "Jee" thought a little strange of this, and asked Frolling why it was so. Frolling laughed and said, "Oh, go on, what's the matter with you!" He being so well known, the check was taken and Frolling departed, and He probably had his faults, as all men have, and they were few, and these are forgotten in the memory of his good qualities. After life's fitful fever he sleeps well. Policemen Neely and Rice desire the when the check was presented for payment there was a hitch, and the whole thing came to light. Frolling made himself scarce, but did not leave the city. The officers were put on his trail and kept a sharp lookout for him. They could have arrested him before yesterday, but desired to factor the watters. the alleged scrap between him and the alleged scrap between him and seven woman did not occur in a variety hall, but the scrap and arrest took piece on a vacant lot adjoining, and after they had left the dance hall, of which theyoman who preferred the tharge was a inmate.

terday, but desired to fasten the matter se-curely before they pressed the button, and yesterday afternoon Officer Biddeker laid Mrs. Laura wart cordially invites all persons inte Taylor street the hands of the law on Frelling. He took it coolly for a while, but finally owned up, and said he had spent the money. He was taken to jail, where he is to-day. site First Baptist church. taken to jail, where he is to-day.

Frolling is a German boy, slightly deformed, his back having perhaps been broken or in some way injured, very low of build, and has a pleasant countenance, and was thought by all to be an honest, upright boy and was never without a job, being intracted with the collection of monthly bills. OGALA DEMOCRATS.

They Don't Propose to be Called a Third Party, but Will Hang on to the Third Party Creed.

Special to the Gazette.

BRYAN, BRAZOS COUNTY, TEX., Oct. 17.

-The convention of Ocala Democrats met here to-day. The committee on resolutions reported. They reaffirmed their allegiance to the Ocala demands and recommend that the organization, and all precinct or-ganizations, hereafter be known as Ocala Democratic clubs. Upon the latter clause there was a division of sentiment. The matter was discussed in a lively manner. The recommendation was carried by a vote of 23 to 7, whereupon the seven withdrew from the hall. A rousing and lengthy speech was delivered by Mr. S. G. Duncan, who said they were not a third party and that they proposed to make a hard fight and a lively campaign in the Democratic party, embodying in their platform the Ocala demands. terday as was anticipated, the cause being, it is understood, on account of a disappointment between them and the railway He was warmly applauded.

Arrested for Interfering with the Marshal.

Special to the Gazette. EL PASO, EL PASO COUNTY, TEX., Oct. Allen Blocker, county judge: N. ler, Millerd Patterson and Sheriff Hille-brant were arrested this morning by order of the United States marshal. In the disof the United States marshal. In the dis-charge of his duties some time ago, Mar-shal Fricke arrived here from San Antonio with two Chinamen, whom he was taking to San Francisco to be re-shipped to China, claiming that they had smuggled themselves across the border. Immediately upon his arrival Messrs. Patterson & Buckler swore out writs of habeas corpus, which were recog-nized by Judge Blocker. The marshal was nized by Judge Blocker. The marshal was compelled to remain here two days, therefore the present difficulty.

Arrested for Embezzlement.

Yesterday evening at the Mansion house Deputy Sheriff Hard Gunnels and Deputy United States Marshal Huffington arrested F. H. Dodds on a United States warrant charging him with the embezzlement of \$200. It seems that Dodds was in the employ of the Singer sewing machine company at Muscogee, I. T., and while in such employ-ment collected this amount of money and appropriated it to his own use. He is be-tween twenty-five and thirty years of age, and is a single man. He was lodged in fail

cones and Pullman Bullet Steen FT. WORTH and MEMPHIS

TO ALL POINTS

North and East.

THROUGH TRAINS CARRY

PULLMAN . SLEEPER

CHICAGO, ST. COUIS AND KAN-

Free Reclining Chair Cars

TAYLOR and KANSAS CITY and HANNIBAL

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SPECIAL BARGAINS

trusted with the collection of monthly

for the various ice companies for which he

LOCALETTES.

Mrs. W. V. Newlin has been summoned to New York by the sudden illness of her

Liberati and his band came in on a special

car over the Santa Fe from the North yes-terday and left for Dallas over the Texas

Yesterday was a quiet day at the county

jail, only one arrival being recorded, that of J. J. Duffey of Arlington, this county. Duffey, it is said, carried a gun.

The Fencibles did not go to Dallas yes-

Some one in need of a coat and vest satisfied his desires by stripping the dummy in front of Cheap Jake's establishment on Main street, between Fourth and Fifth,

last night, and did not mention the matter

Officer Kitts found an owner for the watch described in The Gazette day before yesterday and turned the property over. The negro who pawned it was spied by Officer Neely and now rests serenely

On October 20 the police "change" will oc-

cur at 9 a. m. and 9 p. m. instead of 11 o'clock as it now is. This is considered by a majority of them as the most desirable, under the circumstances, though I a. m. and 1 p. m. would be only for the city court sched-

J. F. Ellis informed a GAZETTE man yes-

a. F. Emis informed a GAZETTE man yesterday that he had let the contract for the erection of a two-story brick business house to cover the entire ground occupied recently by the Ellis hotel, and the Garlington & Montgomery business house, extending from Second to Third streets on Throck-

Probably no sporting man in Fort Worth

was better known or had more friends than Charlie Lloyd. The poor fellow has cashed in his chips and is now sleeping the last long sleep in Rose Hill cemetery at Texar-

company concerning rates.

behind the bars.

morton.

husband

\$15,000 SHOE SALE.

We Have Bought the Lampton Bros.' Shoe Stock at

Cents on the Dollar.

And Will Place it on Sale Monday, Oct. 19, at Our New Store, 509 Houston St.

We will let you reap while others are sowing. Thes goods will go at what they cost Lampton Bros. at the factory, saving you at least 40 per cent on all of your shoe purchases Tis useless to the you what grade of goods they carried, for it is generally known that Lampton Brow were the sheemen of North Texas.

REMEMBER THE TIME, MONDAY, OCTOBER 19.

WE CORDIALLY INVITE YOU ALL

Crowley & Simms,